Stakeholders Meeting
Community Stakeholders Meeting
April 11, 2016

City of Wildwood
Cape May County
Presentation Overview

- Project Overview
- Concept Development Process
- Roadway Features and Existing Conditions
- Proposed Alignments & Improvements
- Project Schedule & Current Status
- Discussion and Next Steps
- Questions ???
Project Overview
Project Overview

❖ **Project:**
  • Rio Grande Avenue (CR661) Entrance Improvements Concept Development Study

❖ **Purpose:**
  • Cape May County is conducting a study to widen the existing roadway:
    • reduce traffic congestion
    • improve existing drainage systems
    • enhance the gateway by adding streetscaping and destination signing

❖ **Location:**
  • Rio Grande Avenue (CR661), Milepost 0.44 - 0.89
  • City of Wildwood, Cape May County

❖ **Approximate Project Limits:**
  • Rio Grande Avenue from the George Redding Bridge to Park Boulevard
Project Overview
Concept Development Process
Concept Development Process

1. Conduct Data Collection
   - Initial Right of Way
   - Survey
   - Design Communication Report
   - Community Outreach
   - Evaluate Deficiencies
   - Identify Environmental Resources

2. Existing Conditions/Purpose and Need Statement
   - Development of Alternatives
   - Cost Estimate Preliminary Preferred Alternate

3. Preliminary Engineering Scope Statement
   - Obtain Resolutions of Support
   - NEPA Classification

(continues to PE)

Concept Development Report
Concept Development Process

- **Environmental Process**
  - Federally funded project requires NEPA (National Environmental Policy Act) documentation.
  - Environmental Screening to identify resources and concerns.
  - Avoid, minimize and or mitigate impacts with Preferred Alternative.
  - Coordination with permitting agencies.
  - Includes public input and community development.
Roadway Features and Existing Conditions
Roadway Features and Existing Conditions

- **Existing Features from George Redding Bridge to Susquehanna Avenue**
  - 2 northbound lanes, 3 southbound lanes
  - 11’-17’ lane widths
  - Varying shoulder widths
  - Sidewalk on southbound side, worn path northbound side
Roadway Features and Existing Conditions

- Existing Features from Susquehanna Avenue to Park Boulevard
  - 2 northbound lanes, 2 southbound lanes
  - 11’ lane widths
  - No shoulders
  - 4’ - 11’ sidewalks on each side
Roadway Features and Existing Conditions

Photo 1: Rio Grande Avenue looking north

Photo 2: Rio Grande Avenue looking south

Photo 3: Rio Grande Avenue at Susquehanna Avenue

Photo 4: Rio Grande Avenue at Wawa
Roadway Features and Existing Conditions

Photo 5: Rio Grande Avenue at Pizza Hut driveway

Photo 6: Rio Grande Avenue looking south at Hudson Avenue

Photo 7: Rio Grande Avenue at Hudson Avenue

Photo 8: Rio Grande Avenue at Riggins gas station
Roadway Features and Existing Conditions

Photo 9: Rio Grande Avenue at TD Bank

Photo 10: Rio Grande Avenue looking south at Park Boulevard

Photo 11: Rio Grande Avenue at Park Boulevard

Photo 12: Rio Grande Avenue sidewalk at McDonald’s
Roadway Features and Existing Conditions

Photo 13: Rio Grande Avenue sidewalk at McDonald’s

Photo 14: Rio Grande Avenue at sidewalk at Pizza Hut

Photo 15: Poor drainage at Rio Grande Avenue sidewalk looking north at Susquehanna Avenue
**Rio Grande Existing Roadway Features**

- Roadway classification: Urban Principal Arterial
- Posted speed: 40 MPH from the George Redding Bridge to Susquehanna Ave.
  25 MPH from Susquehanna Avenue to Park Boulevard
- Traffic volume: 6,000-35,000 ADT
- 2-3 lanes in each direction
- 11’-17’ lane widths
- No shoulders

**Substandard Design Elements**

- No shoulders
- Substandard vertical profile
Roadway Features and Existing Conditions

- **Existing Bicycle/Pedestrian Facilities**
  - Lack of connectivity
  - Substandard sidewalk width
  - ADA non-compliant curb ramps
Proposed Alignments & Improvements
Proposed Alignment 1 (George Redding Bridge to Susquehanna Avenue)

- Two 11’ NB Travel Lanes
- Two 11’ SB Travel Lanes
- One 11’ SB Auxiliary/Right Lane
- One 12’ Two-Way Left Turn Lane
- 5’ Bike Lanes
- 6’ Sidewalks
Proposed Alignments & Improvements

- **Proposed Alignment 1 (George Redding Bridge to Susquehanna Avenue)**

![Diagram of Proposed Right-of-Way](image-url)
Proposed Alignment 2 (George Redding Bridge to Susquehanna Avenue)

- One 11’ NB Travel Lane
- One 15’ NB Shared Travel Lane
- Two 11’ SB Travel Lanes
- One 15’ SB Auxiliary/Right Shared Lane
- One 12’ Two-Way Left Turn Lane
- 6’ Sidewalks
Proposed Alignments & Improvements

- Proposed Alignment 2 (George Redding Bridge to Susquehanna Avenue)
Proposed Alignments & Improvements

- Proposed Alignment 1 (Susquehanna Avenue to Park Boulevard)
  - Two 11’ NB Travel Lanes
  - Two 11’ SB Travel Lanes
  - One 12’ Two-Way Left Turn Lane
  - 5’ Sidewalks
Proposed Alignments & Improvements

- Proposed Alignment 1 (Susquehanna Avenue to Park Boulevard)
Proposed Alignments & Improvements

- Proposed Alignment 2 (Susquehanna Avenue to Park Boulevard)
  - Two 11' NB Travel Lanes
  - Two 11' SB Travel Lanes
  - One 12' Two-Way Left Turn Lane
  - 6' Sidewalks
Proposed Alignments & Improvements

Proposed Alignment 2 (Susquehanna Avenue to Park Boulevard)

Alternative #2

Existing Right-of-Way

Proposed Right-of-Way

6'

68'

6'

NB TRAVEL LANE

11'

NB TRAVEL LANE

11'

NB/SB LEFT-TURN LANE

12'

SB TRAVEL LANE

11'

SB TRAVEL LANE

11'
Proposed Alignment 3 (Susquehanna Avenue to Park Boulevard)

- Two 11’ NB Travel Lanes
- Two 11’ SB Travel Lanes
- One 12’ Two-Way Left Turn Lane
- 8’ Sidewalks
 Proposed Alignments & Improvements

- Proposed Alignment 3 (Susquehanna Avenue to Park Boulevard)
Proposed Alignments & Improvements

- Proposed Alignment 3 (Susquehanna Avenue to Park Boulevard) - Optimized

[Diagram showing the proposed alignment and cross-section details]
Proposed Alignments & Improvements

- Proposed Alignment 4 (Susquehanna Avenue to Park Boulevard)
  - Two 11’ NB Travel Lanes
  - Two 11’ SB Travel Lanes
  - One 12’ Two-Way Left Turn Lane
  - 12’ Sidewalks
Proposed Alignments & Improvements

- Proposed Alignment 4 (Susquehanna Avenue to Park Boulevard)
Proposed Alignments & Improvements

- **Proposed Alignment 4 (Susquehanna Avenue to Park Boulevard) - Optimized**
Proposed Alignments & Improvements

- **Proposed Alignment 5 (Susquehanna Avenue to Park Boulevard)**
  - Two 11’ NB Travel Lanes
  - Two 11’ SB Travel Lanes
  - One 12’ Two-Way Left Turn Lane
  - 4’ Shoulders
  - 12’ Sidewalks
Proposed Alignments & Improvements

- **Proposed Alignment 5 (Susquehanna Avenue to Park Boulevard)**
**Rio Grande Avenue / Hudson Avenue Intersection Alternatives:**

- Alt 1. Closing off Access to Rio Grande Avenue from Hudson Avenue
- Alt 2. Allowing Right In or Right Out Access Only

**Benefits:**

- Eliminates Traffic Signal
- Improves Access to Businesses from Center Turning Lane
- Provides Continuous Center Turning Lane
Proposed Alignments & Improvements

❖ Proposed Drainage and Flooding Improvements:

- Increasing the Profile of the Roadway
- Improving the Drainage System
- Installing a Pump Station for Storm Water
Proposed Alignments & Improvements

- Ocean City 9th Street - Before and After
Project Schedule & Current Status
**Preliminary Project Schedule:**

- **Data Collection/Purpose and Need Phase**: Fall 2015-Winter 2016
- **Conceptual Alternatives & Analysis Phase**: Winter 2016-Spring 2016
- **PPA and Final Documentation Phase**: Summer 2016
- **Preliminary and Final Design**: 2016 – 2018
  (Includes 18 months for ROW acquisition)
- **Construction**: 2018 - 2019
Current Status:

- Work Began September 2015

- Data Collection Nearly Complete:
  - Field Survey and Mapping
  - Environmental Screening
  - Complete Wetland Delineation
  - Utility Verification
  - Identify Substandard Design Elements
  - Obtain Bridge Inspection Reports, Traffic and Accident Data
  - Perform Traffic Counts and Traffic Analysis
  - Complete Street Checklist and ADA Compliance Review
  - Stakeholders and Public Involvement
  - Develop Project Purpose and Need
Community Outreach Schedule:

- Steering Committee Meeting No. 1 1/22/2016
- Community Stakeholders Meeting No. 1 4/11/2016
- Community Stakeholders Meeting No. 2 & Public Information Center Summer 2016
- Public Information Center for Preliminary Preferred Alternative Summer 2016
- Steering Committee Meeting No. 2 Fall 2016
Discussion and Next Steps
Next Steps:

• Finalize Data Collection Phase and Purpose and Need

• Finalize Conceptual Alternatives

• Present Conceptual Alternatives to Stakeholders and Public

• Select Preliminary Preferred Alternative

• Start Preliminary Design
Questions?